Proposal of Additional Test Campaign for Minimum Assessment

IWG WGWT
3 December 2021

JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER
Although JASIC understands capacity constraints, following assessment items are crucial to improve precision.

- Minimum assessment items

<table>
<thead>
<tr>
<th>Assessment items</th>
<th>Expected Participants</th>
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<tbody>
<tr>
<td>Day to day variation</td>
<td>All test centers</td>
</tr>
<tr>
<td>Validation of coefficients</td>
<td>Test center which performed water depth evaluation of analytical plan</td>
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<tr>
<td>Effect of water depth/road surface roughness</td>
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</tbody>
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JASIC proposes MINIMUM assessment plans
1) Assess day to day variation of Molded SRTT worn and equations of calculations

- Candidate tyres:
  - Candidate 1 (lowest $\mu_{peak}$), 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13: 3PMSF
  - Candidate 14 (lowest $\mu_{peak}$), 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26: Normal

- Participants: All test centers

- Test sequence:
  - Day 1: Molded SRTTw – Buffed SRTTw – Candidate 1 – Candidate 2 – Molded SRTTw – SRTTn – Candidate 3 – Candidate 4 – Molded SRTTw
  - Day 2: Molded SRTTw – Buffed SRTTw – Candidate 1 – Candidate 5 – Molded SRTTw – SRTTn – Candidate 6 – Candidate 7 – Molded SRTTw
  - Day 3: Molded SRTTw – Buffed SRTTw – Candidate 1 – Candidate 8 – Molded SRTTw – SRTTn – Candidate 9 – Candidate 10 – Molded SRTTw
  - Day 4: Molded SRTTw – Buffed SRTTw – Candidate 1 – Candidate 11 – Molded SRTTw – SRTTn – Candidate 12 – Candidate 13 – Molded SRTTw
  - Day 5: Molded SRTTw – Buffed SRTTw – Candidate 14 – Candidate 15 – Molded SRTTw – SRTTn – Candidate 16 – Candidate 17 – Molded SRTTw
  - Day 6: Molded SRTTw – Buffed SRTTw – Candidate 14 – Candidate 18 – Molded SRTTw – SRTTn – Candidate 19 – Candidate 20 – Molded SRTTw
  - Day 7: Molded SRTTw – Buffed SRTTw – Candidate 14 – Candidate 21 – Molded SRTTw – SRTTn – Candidate 22 – Candidate 23 – Molded SRTTw
  - Day 8: Molded SRTTw – Buffed SRTTw – Candidate 14 – Candidate 24 – Molded SRTTw – SRTTn – Candidate 25 – Candidate 26 – Molded SRTTw
2. MINIMUM Test Plan

2) Water depth / road surface roughness

- Participants: Test center which performed water depth evaluation of analytical plan

- Test sequence:
  
  **Day 1**  Water depth 0.5mm
  1. Molded SRTTw
  2. Buffed SRTTw
  3. Candidate A
  4. Candidate B
  5. Molded SRTTw
  6. SRTTn-Candidate C
  7. Molded SRTTn

  **Day 2**  Water depth 1.0mm
  1. Molded SRTTw
  2. Buffed SRTTw
  3. Candidate A
  4. Candidate B
  5. Molded SRTTw
  6. SRTTn-Candidate C
  7. Molded SRTTn

  **Day 3**  Water depth 1.5mm
  1. Molded SRTTw
  2. Buffed SRTTw
  3. Candidate A
  4. Candidate B
  5. Molded SRTTw
  6. SRTTn-Candidate C
  7. Molded SRTTn

  **Day 4**  Water depth 2.0mm
  1. Molded SRTTw
  2. Buffed SRTTw
  3. Candidate A
  4. Candidate B
  5. Molded SRTTw
  6. SRTTn-Candidate C
  7. Molded SRTTn
JASIC recommends to produce Molded SRTT worn: **107 tyres**

Although the test volume will be reduced, the same quantity of Molded SRTT worn as Buffed SRTT worn at the first test campaign will be necessary. Because all sequences will specify Molded SRTT worn as a reference. In addition, spare Molded SRTT worn should be kept in enough quantity, especially for the vehicle method because wear rate of SRTT worn is fast.

<table>
<thead>
<tr>
<th></th>
<th>Trailer method</th>
<th>Vehicle method</th>
<th>Sub total</th>
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<tbody>
<tr>
<td>Number of participated test center</td>
<td>9</td>
<td>5</td>
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<tr>
<td>Number of 1st test campaign</td>
<td>18</td>
<td>57</td>
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<tr>
<td>Necessary quantity for additional test campaign</td>
<td>18</td>
<td>60</td>
<td>78</td>
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<tr>
<td>Spare (1set/lab)</td>
<td>9</td>
<td>20</td>
<td>29</td>
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<tr>
<td>Total</td>
<td></td>
<td></td>
<td><strong>107</strong></td>
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